



## GUIDELINES ON THE OPERATION OF JET AIRCRAFT AT LKMH

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## **1 GENERAL PROVISIONS**

### **1.1 LIST OF VALID PAGES**

LIST OF PAGES ISSUED	VALID VERSION	EFFECTIVE DATE
1 - 9	1	1 NOV 2017

### **1.2 OVERVIEW OF CHANGES AND REVISIONS**

CHANGES AND REVISIONS		PAGE NUMBERS	EFFECTIVE DATE	IMPLEMENTATION DATE	SIGNATURE
1	New document issued	1 - 9	1 NOV 2017	30/10/2017	
2					
3					
4					
5					
6					
7					
8					
9					
10					

### 1.3 DISTRIBUTION LIST

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Safety Manager (V/B)	E
Chief Air Traffic Controller (V/R)	E
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Civil Aviation Authority of the Czech Republic	E
Air Bohemia	E
other operators	as applicable

E – electronic document; P – printed document

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## 1.5 DEFINITIONS AND ABBREVIATIONS

The table below contains a list of abbreviations and terms used in this document.

### LIST OF ABBREVIATIONS

ABBREVIATION	ENGLISH DEFINITION	CZECH DEFINITION
CAT	Category of the airport (level of protection – RFFS)	Kategorie letiště z pohledu úrovně poskytované požární ochrany (ZPS)
ICAO	International Civil Aviation Organisation	Mezinárodní organizace pro civilní letectví
JSDHP	Voluntary fire-fighting service unit of the company	jednotka sboru dobrovolných hasičů podniku
LKMH	Airport Mnichovo Hradiště	Letiště Mnichovo Hradiště
PAPI	Precision Approach Path Indicator	světla indikace přesné sestupové roviny
ÚCL	Civil Aviation Authority	Úřad pro civilní letectví
VFR	Visual Flight Rules	let za viditelnosti

## **2 INTRODUCTION**

These Guidelines on the operation of jet aircraft at LKMH stipulates the basic requirements of the airport operator and the Civil Aviation Authority of the Czech Republic and defines deviations from generally provided (or generally required) services for the operation of any type of jet aircraft at Mnichovo Hradiště Airport with regard to securing the maximum level of safety for such operations. The following conditions for the operation of jet aircraft are binding on all current and future operators of jet aircraft at Mnichovo Hradiště Airport and compliance with these conditions is the essential requirement of the airport operator allowing him to approve on each individual aircraft operation at LKMH.

An **approved jet aircraft** at Mnichovo Hradiště Airport is such whose operation has been approved by the airport operator based on the fulfilment of, and compliance with, the conditions stipulated below and upon the submission of mandatory documentation.

Jet aircraft which have not have been approved must not operate out of Mnichovo Hradiště Airport.

## **3 CONDITIONS OF OPERATION OF JET AIRCRAFT AT LKMH**

### **3.1 GENERAL CONDITIONS OF OPERATIONS**

- Operations at the airport are subject to the VFR day rule only ([Aerodrome manual](#)).
- The airport can only be used as long as the provision of information to known traffic is available ("RADIO" service frequency).
- The airport is not equipped with the precision approach path indicator lights (PAPI).
- The aeroplane operator, including that of an approved jet aircraft, must submit a [Handling request](#) at least 24 hours prior to the planned flight.
- Pursuant to its internal documentation ([Guidelines on the provision of information via air traffic control \(RADIO\)](#), [Inspection and maintenance of aerodrome site at LKMH](#)), the airport operator conducts an inspection of the condition of runways, taxiways and apron prior to each departure or arrival of a jet aeroplane.
- Prior to the first use of the airport, the aircraft's operator shall seek the consent of the airport operator pursuant to clauses 4 and 5 of these guidelines.

### **3.2 LEVEL OF RESCUE AND FIRE SERVICES AT THE AIRPORT**

- The airport can only be used providing that the RFFS category increased by one level over the arriving aircraft's minimum RFFS level is secured.

- Currently, not all members of the fire-fighting and rescue services unit are trained to extinguish fires of fuel leaking from pressurised tanks. The operator has therefore adopted a measure consisting of extended theoretical training of other members and increase of the mandatory number of members of the unit from 1+3 to 1+4.
- A request for a higher RFFS category constitutes part of the [Handling request](#).

### **3.3 OPERATIONAL FRICTION COEFFICIENT MEASUREMENTS**

- The airport operator does not carry out operational measurements of runway friction and braking action.
- Operation of jet aircraft is permitted on uncontaminated runway only.
- Pursuant to internal documentation ([Guidelines on the provision of information via air traffic control \(RADIO\)](#), [Inspection and maintenance of aerodrome site at LKMH](#)), the airport operator carries out inspection of the runway for contamination prior to any jet aircraft departure or arrival.

### **3.4 PROVISION OF METEOROLOGICAL INFORMATION**

- Meteorological information and information on the condition of the runway is available at +420 603 197 336 at [info@lkmh.cz](mailto:info@lkmh.cz) or at Hradiště RADIO 120.405 MHz.
- Ceiling and flight visibility are determined on the bases of visibility of known reference points in the vicinity of the airport.

## **4 REQUEST FOR THE AIRPORT OPERATOR'S CONSENT**

The aircraft operator shall submit a request for the airport operator's consent to operate a specific type of jet aircraft at Mnichovo Hradiště Airport. A safety (risk assessment) study carried out by the operator of the aircraft pursuant to clause 4.1.1 must be attached to such request.

Based on the request and the attached safety risk assessment study, the airport operator carries out its own safety risk assessment study pursuant to clause 4.1.2 and submit both studies for review and statement – approval of the particular aircraft's operation at LKMH to the Civil Aviation Authority.



## **4.1 SAFETY STUDY**

### **4.1.1 SAFETY STUDY CARRIED OUT BY THE AIRCRAFT OPERATOR OF THE AEROPLANE**

A safety risk assessment study carried out by the operator of the aircraft shall be attached to the request for the airport operator's consent with jet aircraft operation at LKMH. The study must contain, as a minimum, the assessment of the conditions listed in clause 3. Safety risks must be assessed with special focus to the following areas:

- Approach procedures at LKMH
- Knowledge of local environment
- physical parameters of LKMH
- level of rescue and fire-fighting services at LKMH
- assessment of information on the condition and contamination of the runway provided at LKMH, with respect to the braking action of the aircraft
- risk of runway excursion
- other significant safety risks recognised by the aircraft operator.

### **4.1.2 SAFETY RISK ASSESSMENT STUDY CARRIED OUT BY THE AIRPORT OPERATOR**

Based on the submitted request for airport operator's consent with jet aircraft operation at LKMH, supported by the safety risk assessment study, the airport operator shall carry out its own safety risk assessment study which must assess the risks recognised by the aircraft operator pursuant to clause 4.1.1 as well as any other potential risks recognised by the airport operator.

## **5 AIRPORT OPERATOR'S CONSENT**

Where the aforementioned conditions have been fulfilled and the airport operator has approved the safety risk assessment study submitted by the aircraft operator, the airport operator shall give consent to the aircraft operator to operate the specific type of jet aircraft, subject to the conditions stated. In such case, the subject aircraft type operated by the subject operator, following the safety risk assessment studies is being considered as **approved jet aircraft**.

The airport operator's consent to operate jet aircraft out of LKMH is issued, registered and archived pursuant to the [Documentation Manual](#) of the airport operator.